

The China Mail.

Established February, 1846.

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HONGKONG, FRIDAY, JANUARY 6, 1888.

日三十月一十年亥丁

Price, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALBAN, 11 & 12, Clement's Lane, Lombard Street, E.C. GORDON STRUTHER & Co., 30, Cornhill. GORDON & GOSCH, Ladgate Circus, E.C. BATES HENDY & Co., 37, Wallbrook, E.C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C. ANDREW PRINCE & Co., 30, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally.—BRAN & BLAKE, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSCH, Melbourne and Sydney. OCEAN.—W. M. SMITH & Co., THE AUSTRALIAN CO., Colombo. SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. C. HENNINGSEN, 20, Market Street, Singapore. CHINA.—Macao, E. A. DE OLIVEIRA, Quai de Commerce, Amoy, N. MOALL, Poonchoo, HEDGE & Co., Shanghai, Lane, Crawford & Co., and KELLY & WAITE, Yokohama, Lane, Crawford & Co., and KELLY & WAITE.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong, between the hours of 10 to 3 on Saturdays, 10 to 1 on any other day.
- 2.—Depositors may deposit more than \$2,500 in any one year.
- 3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1887. 764

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, £7,500,000
Reserve Fund, £3,000,000
Reserve Liability of Pro-
prietors, £7,500,000

COURT OF DIRECTORS.
Chairman.—C. D. BOTTOMLEY, Esq.
Deputy Chairman.—H. J. BELL, Esq.
W. H. D. DABNEY, Esq.
H. L. DALRYMPLE, Esq.
S. O. MINHAISEN, Esq.
W. H. FORBES, Esq.
J. S. MOSES, Esq.
H. HOPKINS, Esq.
Hon. F. D. SASSOON.

CHIEF MANAGERS.
Hongkong,.....THOMAS JACKSON, Esq.
Shanghai,.....JOHN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit, Amount at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits.—
For 3 months, 3 per cent. per annum.
" 6 " 4 " " " "
" 12 " 5 " " " "

Local Bills Discounted.

Credit granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, September 20, 1887. 563

Notices of Firms.

NOTICE.

MR. M. GROVE has this day been Admitted a Partner in our Firm.

CHATER & VERNON.

Hongkong, January 1, 1888. 5

NOTICE.

THE INTEREST AND RESPONSIBILITY in our Firm of MR. MAX GROVE ceases by Mutual Agreement on this date.

MELOERS & Co.

Hongkong, December 31, 1887. 2

NOTICE.

WE have this day Admitted Mr. MARCUS DAVID EZZIKIEL as a Partner in our Firm in Hongkong and China.

E. D. SASSOON & Co.

Hongkong, January 1, 1888. 4

NOTICE.

WE have this day CLOSED our BUSINESS in Hongkong.

MR. M. D. EZZIKIEL will settle the OUTSTANDING ACCOUNTS.

ABRAHAM, EZZIKIEL & Co.

Hongkong, December 31, 1887. 2543

Notice of Firm.

NOTICE.

WE have authorised Mr. GUSTAV DEGENER BOHNING to Sign our Firm by Procuration from this date, in Hongkong and China.

CARLOWITZ & Co.

Hongkong, January 1, 1888. 3

Intimations.

HONGKONG PUBLIC SCHOOL.

THE EASTER TERM will Commence on MONDAY, the 16th Instant, at 9 a.m. New Pupils will be admitted on SATURDAY, the 14th Instant, at 10 a.m.

C. J. BATEMAN,
Head Master.

Hongkong, January 5, 1888. 30

J. D. KILEY,

SAIL-MAKER.

TENTS, AWNINGS AND

FLAGS.

No. 23, Praya Central,

HONGKONG.

Hongkong, November 1, 1887. 2135

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers,

Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND

METEOROLOGICAL

INSTRUMENTS.

VOYAGERS' CELEBRATED

BINOCLULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPASSES.

ADMIRALTY & IMRAY CHARTS,

NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE.

Christie & Co.'s ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY,

in great variety.

DIAMONDS

AND

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON

PATTERNS, at very moderate prices. 742

THE HONGKONG AND KOWLOON

WHARF AND GODOWN COM-

PANY, LIMITED.

NOTICE is hereby given that all Vessels

DISCHARGING BOMBAY COT-

TON and COTTON YARN at the KOW-

LOON WHARVES, will have FREE STORAGE

for 14 days from arrival, after which a Rent of 3 Cents per bale per month will be

Charged.

ISAAC HUGHES,

Secretary.

Hongkong, November 7, 1887. 2148

RAFFLES HOTEL,

2, Beach Road, Singapore.

MESSRS. SARKIES BROTHERS

have the honour to inform their

ESTIMATED PATRONS that they have

OPENED the above HOTEL on the 1st of

December.

The Situation is one of the best and

healthiest in the town, facing the sea, and

within a few minutes' walk of the Public

Offices and the Square.

Great care and attention for the comfort

of Boarders and Visitors have been taken

in every detail, and those frequenting it

will find every convenience and home com-

fort.

From the great experience MESSRS. SARKIES

BROTHERS have gained in the

MANAGEMENT of the EASTERN and the

ORIENTAL HOTELS in Penang, and the suc-

cess that has attended them, they are con-

fident that the 'RAFFLES HOTEL' will

meet a great want long felt in Singapore.

The sole endorsement of the Proprietors will

be to attend to the comfort of their Visitors.

TERMS MODERATE.

SARKIES BROTHERS,

Proprietors.

21st December, 1887. 2478

NOTICE.

HONGKONG AND WHAMPŌA DOCK

COMPANY, LIMITED.

SUPPMASTERS AND ENGINEERS

are respectfully informed that, if upon

their arrival in this Harbour, NONE of the

Business Notices.

NEW YEAR PRESENTS!

ARE SHOWING A LARGE ASSORTMENT OF

FANCY GOODS,

SUITABLE FOR PRESENTS.

A CHOICE SELECTION OF

New Year Cards.

NEW BOOKS.

BOYS' AND GIRLS' ANNUALS

LANE, CRAWFORD & Co.

Hongkong, December 27, 1887. 2512

STAG HOTEL,

QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL is CENTRALLY SITUATED and WITHIN A FEW MINUTES' WALK FROM

THE PRINCIPAL BUSINESS STATIONS.

GOOD ACCOMMODATION FOR VISITORS.

CHARGES MODERATE.

TIFFIN at 1 o'clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.

TIFFIN 50 CENTS. DINNER 75 CENTS.

WINE, SPIRITS and MALT LIQUORS of the VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central

and airy positions in the Colony and commanding a splendid view of almost

the entire harbour and within five minutes' walk of the principal Government

Offices (including the Post Office, Banks, &c.), has recently been much en-

larged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most

comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious,

large Dining Hall.

THE HOTEL also contains handsome and comfortable Reception, Reading, Billiard

and Smoking Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,

Proprietors.

Hongkong, September 16, 1883. 2612

W. POWELL & Co.

LADIES' AND CHILDREN'S WARM CLOTHING.

CASHMERE AND MERINO VESTS.

CASHMERE AND MERINO COMBINATIONS.

CASHMERE HOSE, all sizes and colours.

KNITTED WOOL PETTICOATS.

KNITTED WOOL VESTS AND JACKETS.

WOOL SHAWLS AND HOODS.

KNITTED GAITHERS AND BOOTS.

WOOL LAPS and TAIL OF SHANTERS.

C. E. L. & P. H. O. N. E. 21.

VICTORIA EXCHANGE, December 28, 1887. 2522

ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

NEW WINTER GOODS.

LAMB'S WOOL and SHETLAND WOOL UNDERVESTS

and PANTS, CARDIGAN JACKETS, HAND KNIT

HOSE and HOSE, CASHMERE MERINO and SILK

HOSE, BOOTS and SHOES from the best manufac-

turers. DRAB CLOTH SPATS, KID and WOOL-

LINED GLOVES, TRAVELLING RUGS and Scotch

PLAIDS, OVERLAND TRUNKS, PORTMANTEAUS

and HAND-BAGS, &c.

TAILORING.—OVER-COATINGS, SUITING, AND TROU-

SERING in large Variety of Materials.

Hongkong, January 3, 1888. 11

Intimations.

THE BRITISH BARQUE NARDOO.

THE Undersigned being about to PUR-

CHASE the BRITISH BARQUE NARDOO,

the Transfer whereof will be effected

within one month from this date hereby

request all Persons having CLAIMS against

the said Vessel to send Particulars of such

Claims to the Undersigned on or before the

31st January, 1888.

PEN KEE,
Hing Lung Street.

Hongkong, January 4, 1888. 18

NOTICE.

As the Undersigned is leaving for India,

Notice is hereby given that all

Creditors and other Persons having any

CLAIMS or DEMAND upon or against

him are required to send in same for SETTLE-

MENT on or before 21st Instant.

All Parties INDEBTED to the Under-

Intimations.

ANDREW JOHNSTON,

Consulting Engineer,

MARINE HOUSE, QUEEN'S ROAD.

PLANS and ESTIMATES prepared for

LIGHT DRAGON STEAMERS, STEAM

MASTERS, MARINE ENGINES and BOILERS,

A list of other kinds of MACHINERY.

A list of Steamers FOR SALE always

on hand.

The Address as above.

Hongkong, January 4, 1888. 21

WANTED in the Harbour Department

an ASSISTANT LIGHT-HOUSE

KEEPER. Salary, \$40 a month. Appli-

cations, with Testimonials, to be made to

the Harbour Master.

H. G. THOMSETT, Esq.,

Harbour Master, &c.

Hongkong, January 4, 1888. 22

FOR SALE.

FOR SALE.

JULES MUMM & Co.'s

CHAMPAGNE.

Quarts,\$20 per Case of 1 doz.

Pints,\$21 " " 2 "

Dubos Frères & Co. GERMANY & Co.'s

BORDEAUX CHAMPAGNE and

WHITE WINES.

Baxter's Celebrated 'Barley Bree'

WHISKY,\$7½ per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

To Let.

TO LET.

(Immediate Possession.)

HOUSE No. 1, 'BALL'S COURT,' Bon-

ham Road.

Apply to

BELIMOS & Co.

Hongkong, December 31, 1887. 2546

TO BE LET.

(With Immediate Possession.)

TWO DESIRABLE RESIDENCES situated

in Cause Road, West end Terrace

opposite to Ross Villa.

Apply to

No. 14, CAINE ROAD.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship *LEGIC* will be despatched from San Francisco, via Yokohama, on TUESDAY, the 10th January, 1888, at 3 p.m.

Connection being made at Yokohama with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco \$500.00
To San Francisco and return, 150.00
To Liverpool 333.00
To London 333.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, must be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central, C. D. HARMAN, Agent.

Hongkong, December 20, 1887. 2474

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco via Yokohama, on SATURDAY, the 21st Proximo, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return, 150.00
To Liverpool 333.00
To London 333.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day. Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central, C. D. HARMAN, Agent.

Hongkong, December 20, 1887. 2536

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON TUESDAY, the 10th January, 1888, at Noon, the Company's Steamship *AFRICA*, Commanded by M. de MAILLÉ, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 5 p.m. on the 9th January, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, December 28, 1887. 2525

NORDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTERWERP, BREMEN, & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 23rd day of January, 1888, at 4 p.m., the Company's Steamship *NECKAR*, Captain SUMMER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 5 p.m. on the 22nd January. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

The Steamer has splendid Accommodation, and carries a Doctor and Stewardess.

For further Particulars, apply to MELOCHERS & Co., Agents.

Hongkong, December 27, 1887. 2515

Entertainment.

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

THE SECOND PERFORMANCE OF THE SEASON, will take place on

Tuesday, the 17th January, 1888, at 9 p.m., When will be produced SHERRIDAN'S COMEDY 'THE RIVALS.'

Tickets may be obtained from Messrs. LANE, CRAWFORD & Co., on and after Monday, the 9th January, 1888, at 9 a.m.

H. M. THOMSETT, Hon. Secretary.

Hongkong, January 4, 1888. 20

To-day's Advertisements.

UNION LINE.

NOTICE TO CONSIGNEES. FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Principia*, Captain L. MASAM, having arrived from the above Ports, Consignees of Goods are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at the 'Kowloon Godowns at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th Instant, or they will not be recognised.

RUSSELL & Co., Agents.

Hongkong, January 6, 1888. 34

GLEN LINE OF STEAM PACKETS. FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenavon* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, Ltd., at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 15th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, January 6, 1888. 37

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTERWERP, BREMEN, & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

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Hongkong, January 4, 1888. 20

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Hongkong, December 27, 1887. 2515

SHIPPING.

ARRIVALS.

January 5, 1888.—
Lydia, German steamer, 1,170, G. Petersen, Kobe December 30, General.—SIEMSEN & Co.

Bartholomew Dias, Portuguese cruiser, 1,273, Captain Fernando Costa Cabral, Macao January 5.

January 6.—
Yamaguchi, British steamer, from Whampoa.

Nordica, Norwegian steamer, 1,367, O. Nielsen, Nagasaki December 29, 2,430 tons Coal and General.—Mitsui Bussan Kaisha.

Wooming, British steamer, 1,109, A. Vardin, Kobe December 30, General.—BUTCHER & SWINE.

Trives, German str., 1,142, A. Bleicken, Bangkok December 26, Rice.—SIEMSEN & Co.

Seaverty, British steamer, 1,119, Le Boutellier, London and Singapore December 29, General.—Glen, Livingson & Co.

Independent, German steamer, 871, A. Hasenwinkel, Foochow January 4, Ballast.—WILSON & Co.

Principia, British steamer, 1,790, J. W. Masam, London November 9, and Singapore December 27, General.—RUSSELL & Co.

Formosa, British steamer, 687, P. Hall, Tientsin January 2, Amoy, Swatow, and Swatow 5, General.—DOUGLAS STEAMSHIP CO.

Carola, German corvette, 2,109, Captain Aschmann, Manila December 21.

Sophie, German cruiser, 2,109, Captain Cockerill, Matupi December 21.

Bismarck, German cruiser, 2,800, Captain Kain, Matupi December 21.

Manuel, Spanish barque, 992, B. Estival, Manila December 27, General.—REMEDIOS & Co.

Glenavon, British steamer, 2,985, A. J. Jacobs, London and Singapore December 29, General.—JENNIE, MATHESON & Co.

Monkton, British steamer, 888, Geo. Anderson, Bangkok December 28, Rice.—Yuen Far Hwa.

Zambesi, British steamer, 1,564, E. Crew, Bombay and Singapore, Dec. 15, General.—P. & O. S. N. Co.

Clara, German steamer, 674, C. Christensen, Haiphong January 4, General.—SIEMSEN & Co.

Vizcaya, Spanish steamer, 406, Juan de Ajubia, Manila January 3, General.—BAN HOC HONG.

DEPARTURES.

January 6.—
Merionethshire, for Yokohama.

Cyclone, for Bangkok.

Thalia, for Coast Ports.

Tartar, for Sydney.

Teleran, for Yokohama.

Canton, for Shanghai.

Cyclone, for Singapore and London.

Mogul, for Kobe.

Caribbrooke, for Saigon.

CLEARING.

Phra Chula Chom Klao, for Hoihow.

China, for Saigon.

Norway, for Cebu.

Principia, for Yokohama.

Velocity, for Honolulu.

DEPARTURES.

Per *Therian*, for Yokohama, Mr and Mrs Pope, and Mr Wing Cheung Wo.

Per *Wagon*, for Saigon, 200 Chinese.

Per *Tartar*, for Melbourne, Mr Collett, and 215 Chinese.

Per *Canton*, for Shanghai, 25 Chinese.

Per *Cyclone*, for Singapore, 190 Chinese.

Per *Mogul*, for Kobe, 2 Europeans.

TO DEPART.

Per *Phra Chula Chom Klao*, for Hoihow, 3 Chinese.

Per *China*, for Saigon, 30 Chinese.

Per *Velocity*, for Honolulu, 8 Chinese.

SHIPPING REPORTS.

The Norwegian steamer *Norden* reports: On the 30th and 31st December, in lat.

30° N., and long. 128° E., a heavy gale was blowing from N.W., with high and confused sea, which forced the ship to heave to for two days. Sea after this was rolling over the ship, one of which smashed the lower bridge to pieces and damaged 2 boats &c. In the Kormora Channel the monsoon was light, from N.E.

The German steamer *Lydia* reports: First half stormy from N.W., last half fine weather light variable winds.

The British steamer *Wooming* reports: Left Kobe 30th December, at 5 p.m., had heavy N.W. gales and terrific squalls until January 1st; thence moderate to high N.W. to N.E. winds and fine weather to arrival 5th January, at 9 p.m.

The German steamer *Trives* reports: Had strong N.E. wind.

The British steamer *Seaverty* reports: Had strong winds from the N.E. and heavy seas.

The British steamer *Principia* reports: Had strong breezes and high seas.

The British steamer *Formosa* reports: January 2nd, Tamsui to Amoy, strong N.E. winds and fine clear weather. On the 3rd instant, Amoy to Swatow, moderate North-westerly winds and fine clear weather. On the 5th instant, Swatow to Hongkong, had moderate N.E. breeze and fine clear weather. Steamers in Swatow, *Fuyue*, *Lee Sang* and *Pichio*.

The British steamer *Glenavon* reports: Had strong N.E. wind with high seas throughout the passage.

The British steamer *Mogul* reports: Left Bangkok December 28th; to Polo Condore had light Easterly winds and fine weather, thence lat. 18° N. strong North-Easterly gale with high sea; thence to port moderate monsoon and fine weather.

MEMOS. FOR TO-MORROW.

Shipping.

4 p.m.—*Yamaguchi* leaves for Shanghai.

Prometheus leaves for London.

Miscellaneous.

Goods per *Neckar* undelivered after this date subject to rent.

General Memoranda.

TUESDAY, January 10.—
Goods per *Merionethshire* undelivered after this date subject to rent.

WEDNESDAY, January 11.—
Goods per *Mogul* undelivered after this date subject to rent.

THURSDAY, January 12.—
Goods per *Belona* undelivered after this date subject to rent.

FRIDAY, January 13.—
Claims against the *Principia* must be sent in to Messrs Russell & Co., on or before this date.

Goods per *Glenavon* undelivered after this date subject to rent.

MONDAY, January 16.—
9 a.m.—H.K. Public School opens.

TUESDAY, January 17.—
9 p.m.—A. D. C. Performance at City Hall.

A. S. WATSON & Co., LIMITED.

Christmas Confectionery.

JUST RECEIVED.

CRYSTALLIZED FRUITS.

CHOCOLATE CREAMS.

BURNED ALMONDS, and SUNDRY SWEETS.

ROSE WATER & OTHER CRACKERS in great variety.

NEW SEASON'S CHRISTMAS & NEW YEAR CARDS including some CHROMOS OF SWISS AND HOME SCENERY.

Suitable for Framing.

NEW ILLUSTRATED PHOTOGRAPHIC ALBUMS.

A. S. WATSON & Co., Ltd.

THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

Hongkong, December 12, 1887. 2419

The publication of this issue commenced at 7.30 p.m.

THE CHINA MAIL.

HONGKONG, FRIDAY, JANUARY 6, 1888.

TELEGRAMS.

(From Singapore Papers.)

IRELAND.

London, Dec. 23.—A priest named Ryan has been given a month's imprisonment for inciting to withhold rents.

THE CROWN PRINCE OF GERMANY.

The inflammation is dwindling and the throat shows other signs of improvement.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND.—*Tamara*, 4th inst., November 9; *Urania*, 11; *Lord of the Isles*, 29; *Cassandra*, Dec. 6; *Armarthshire*, 13; *Bellerophon*, *Glenavon*, 16; *Daphne*, 20; *Palamed*, 23; *Benader*, *Saghalien*, 27; *Glenroy*, *Orestes*, *Polyhymnia*, 30; *Ajion*, *Cardinian*, *Bratichewy*, *Moryue*, *Antoine Freres*, Jan. 3.

HOMEWARD BOUND.—*Mosier*, Nov. 15; *Sarpedon*, 25; *Yorkshire*, *Wellington*, Dec. 6; *Niobe*, *Glenlyon*, 20; *Ningchou*, 23; *Benlavers*, 27; *Hamphshire*, 30; *Albany*, Jan. 3.

The steamer *Yamaguchi* with the FRENCH MAIL of Dec. 2nd, was to leave Saigon on Wednesday, Jan. 4th, at 6 p.m., and may be expected here on or about Saturday, the 7th Jan. This packet brings replies to letters despatched from Hongkong on Oct. 26.

The P. M. S. Co.'s S. S. *City of Peking*, with the next AMERICAN MAIL, left Yokohama on Tuesday, the 3rd Jan., and may be expected here on or about Sunday, the 8th Jan.

The steamer *Ballaarat*, with the ENGLISH MAIL of December 9th, left Singapore on Thursday

AN ELECTRICAL PILOT ENGINE.—An Austrian Lieutenant, named Giesels, of Brinn, is said to have developed an idea which, perhaps, more strikingly, original, than practically useful. He proposes that every railway train should be preceded by an aerial courier in the shape of an electrical pilot engine—attached, we presume, by wires to the advancing train. We do not doubt that this can be done, but we shall be astonished if railway engineers will be at all thankful for the suggestion.

NOVEL USE OF ELECTRICITY.—An electric railway for the dinner-table is one of the recent achievements of French ingenuity (*La Nature*, October 29). It makes the presence of servants unnecessary. The train, which runs on a fine, shining side of the table, has the dinner consists of a platform pivoted on two wheels, one of which carries the motor, while the other is merely a supporting truck. The expenditure of electric energy is but slight, and the train is said to be thoroughly under control of the host.

IMPERIAL RAILWAY MANIA IN SOUTH AFRICA.—Considering that the construction of nearly 1,000 miles of railway is impending in South Africa, we may be excused in giving the latest particulars bearing upon the undertaking. The chief obstacle to the enterprise is President Kruger, of the Transvaal, and it is satisfactory to be able to note in regard to him that his own Boer subjects have protested against his policy, and are putting forward candidates favourable to the policy of confederation. This movement is most important, because it will give increased security to English enterprise in the Transvaal. President Kruger, who sided with the Boers, a feeling of discomfiture might have been produced. Moreover, now that the Transvaal Boers have gone against Kruger, that politician, already isolated by the refusal of the Orange Free State to join him against the Cape, is practically put in a corner. If, therefore, he does not very soon change his policy, his downfall will be expected, and in that case there will be a confederation of Cape Colony, Natal, Orange Free State, and the Transvaal, accompanied by a rapid expansion of the railway system, reminding one of Canada. It behoves railway contractors, therefore, to keep a vigilant eye upon South Africa, from which there should be some good orders ere long.

OUR men of science are always distressing us with some new theory to take the pride out of us. The more we hear of our civilization the more they come down with discoveries tending to our humiliation. Here, now, is Dr. George Harley, with the conviction of the Anthropological Institute, who listen to and publish his views, comparing us with our rude predecessors of the stone age, and seeking to demonstrate that the neolithic man was far superior to us in his powers of recuperation after bodily injury. He could not only mend his broken arms on his skull with rude stone implements, and he could recover from troubles to which the nineteenth-century product of civilization, feebly attempts. For his theory Dr. George Harley seeks confirmation in the superior recuperative powers of present day savages, and even among the less cultured Europeans of the present day, and points besides to a degeneracy in the recuperative power of animals brought about by high breeding. The lower our position in the scale of being, the higher our recuperative power. A crab can regenerate a lost toe, and a lizard restore an amputated tail. But what does it all mean? It is true, not to be trifled with. Dr. George Harley told us that we make undue demands on our nerve-force nowadays; but, as the saying goes, "it is as broad as my back," since this savant and other anthropologists admit that with all the neolithic man's recuperative power he did not live as long as we do, and had neither our weight, nor our stature, nor our strength.

On the 18th Nov., Mr. Ferdinand de Lesseps celebrated the anniversary of his birthday, and on the 19th, he celebrated his eighty-third year. He can look around him and see but very few men of anything like equal eminence who are as old as he. The German Emperor is 69, Dr. Dollinger is 88, Moltke and Bismarck the historian are each 87; Kossuth is 85, and Professor Owen is 83; yet it is not easy to extend the list. Yet it is astonishing to note the large number of living great men who have passed the ordinary limit of human life. Of Sovereigns, the Pope is 77, and King William of the Netherlands is well on in his 80s. Of statesmen, Mr. Gladstone will be 73 next month, Mr. Bright is 76, Prince Bismarck is 72, M. Jules Grévy is 74, M. Léon Say is 75, M. Leroy is 74, Lord Salisbury is 75, Sir Rutherford Alcock is 78, Lord Sherbrooke is 76, and Lord Granville is 72. Of generals, MacMahon is 79, Leberet is 78, Bazaine and Gallieni are each 76. Of poets, Lord Byron is 78, Mr. Browning is 77, and Dr. Oliver Wendell Holmes is 78. Of musicians, Mr. Verdi is 73. Of engineers, Lord Armstrong is 77 and Sir John Hawkshaw is 76. Of painters, Meissonier is 72 and finally, of showmen, Barnum is 77. Perhaps, however, M. Chevreul, who is fairly started upon his hundred and second year, ought not to be omitted. In any case, the catalogue is far from being a complete one. As it stands, it is sufficiently remarkable. We have mentioned the names of thirty-three persons, the average age of each being over 78. It may be doubted whether in the history of the world thirty-three men of so considerable celebrity and of so great average length of life have ever before been alive at one time.

THE DAILY NEWS of 24th November says:—The telegram from South Africa which we publish this morning shows that a grave crisis has arisen in Swaziland. By the terms of the Convention of London the Transvaal Republic agreed to recognize the independence of the Swazi King, and some time ago Her Majesty's Government, in view of the turbulent elements which have been attracted to that country by the discovery of gold, were favourable to the establishment of a joint protectorate by England and the Transvaal. So long ago as April last it was known that six hundred Boers, who believed that it would be possible to repeat in Swaziland the tactics which have proved so successful in Zululand, had put their names down for a farm each on the partition of the country. It now appears that seven hundred Boers have assembled on the border, and have threatened that, unless their demands are complied with, they will take possession of Swaziland, with its vast gold-fields, and set up another petty Republic like the one at Vryheid. It is just possible that Umbundini may be able to make effective resistance to the filibusters. It is true that the brave warriors who, under Lord Wolseley, stormed Sekukani's mountain impregnable, were unable to withstand the Boer rifles, but the King has an able adviser in Mr. Shoshone—a son of Sir Theophilus; and there are many Englishmen who, having obtained valuable mining concessions from the Swazis, are likely to make common cause with them. In the meanwhile, the public will desire to know what view Sir Henry Holland and the Colonial Office take of the situation.

THE London Daily News says:—Comfort comes to us from a Bishop, in regard to one of our social sins. Dr. Moorhouse finds an excuse for national sins of intemperance in our climate. He is able from his colonial experience to compare us with our own kindred. He tells a Church of England Temperance Society meeting in Manchester that "it is a fact that the native-born sons and especially the native-born grandsons of English parents have little tendency to drunkenness in Australia." Whenever he saw a drunken man in the streets there he always concluded that the man was an emigrant, and found that he was never far wrong. Not that the Bishop of Manchester maintains that there are no intemperate Australians. His theory is, however, that intemperance there is the exception, and that what there is of it is breaking down under the influence of warm climate, generous diet, and abundance of outdoor amusements. Temperance societies cannot improve our climate, but the Bishop, of course, does not mean to suggest that their work is hopeless. It is really to the combination of unfavorable climate and intemperance with hereditary tendencies, aggravated by the bad and insufficient food, clothing, and lodging of large numbers of our population, that he attributes the national vice. The line of temperance reformers is therefore to weaken these other evils which give strength to the climatic temptations.

FRENCH NEWS.
Paris, 23 Dec. 1887.—Béar Admiral Drellys has been appointed Commander-in-Chief of the Naval Division of Indo-China.

Paris 25 December.—The nomination of an under-Secretary of State for the Navy and Colonies has been demanded by several ministers and by the press, but the Minister of the Navy and Colonies has refused, and the question remains open.

Paris, 27th Dec. 1887.—The press is discussing the probable dissolution of the Chamber of Deputies.

ANOTHER FIRE AT FOCHOW.
Telegrams have been received in Hongkong to the effect that another disastrous fire occurred in Fochow last night. The scene of this fire is some considerable distance from that of the previous night; and the telegrams received here indicate that it is a new fire, and not a continuation of the one which destroyed the China Merchants', Adamson, Bell & Co.'s and Messrs England & Co.'s premises on Wednesday night. The damaged donelast night is reported to be extensive and to be confined mostly to Chinese houses. Messrs Turner & Co.'s hangar was nearly burned down, the house and furniture being damaged. In the fire of Wednesday night the buildings of the Hongkong & Shanghai Bank narrowly escaped.

THE EXPLOSION ON BOARD THE "FORMOSA."

By the arrival of the a.s. *Formosa* to-day we learn some additional facts with regard to the explosion which occurred on board that vessel shortly after her arrival at Swatow. As previously stated, the explosion occurred in the mail-room, and there is no doubt it was caused by the explosion of a package of chemicals. This package, it appears, contained certain stuffs for making coloured fires which are of a very dangerous character. It was put on board as a parcel, and the contents were not described, it is said, as they should have been. The mail-room is situated on the starboard alleyway. Adjoining it on one side is the carpenter's room and on the other the cook's pantry, both of which were destroyed. The carpenter's tools were blown about the deck of the ship and several of them damaged. The cook, who was in the pantry, suffered most, but all the three men injured are now getting better, the two sailors having almost recovered. A severe shock was felt all over the ship, and the force of the explosion was such as to break open other locked doors of the officers' rooms on the other side of the alleyway, and knock down lamps, &c. The deck overhead the rooms was torn up, and there were cracks in the wood-work all round the scene of the accident. In the mail-room at the time of the explosion there was a considerable quantity of consignees' letters and a lot of ordinary parcels. The consignees' letters for Amoy, Tamsui, &c., were mostly rendered useless, it being impossible, despite the most diligent efforts of the Chinese, to put the burned remnants together. Some of the stateroom parcels, however, escaped with but slight damage. Fortunately the Swatow mail had been taken out an hour before by the third officer, who locked the door after he came out, and these letters and parcels were lying on the deck when the explosion occurred and escaped undamaged. Some time after the explosion occurred the consignees of the package of chemicals came on board in search of their goods, but they were nowhere to be found. When the nature of the contents were known it was at once concluded that it was this package which had been the cause of the explosion. It was very fortunate that so few men were near the door when the explosion took place, as the force of the explosion was sufficient to have killed several men. What had made the chemicals stuffs explode it is impossible to say. No one could have entered the room after the 3rd officer left it about an hour before the accident happened. The only conjecture that can be made is that the other package might have become loose and fallen on this one. The damage to the vessel is to be repaired in Hongkong.

FOOTBALL MATCH.
CELTS V. THE CLUB (ASSOCIATION).

This match was played yesterday at the Race-course, and resulted in a victory for the Celts by 4 goals to 2.
For the first half of the game the scoring was level, one goal being obtained by either side, but the Club's goal was frequently in danger, its custodian Metcalfe saving many good shots and proving himself well qualified to fill this unenviable post. The Club at times got the ball away and some good runs were made by Vignoles and others, but the Celts' backs were always well on the spot and prevented any scoring on the part of the forwards.
After half time the Celts completely pressed the Club, Higginsbotham, Gow and Maclean, Caldwell, and Wilkie playing well together, and passing the ball in the most scientific manner, com-

pletely puzzling the Club's backs, who found it very difficult to act on the hard and slippery ground. Two goals were scored by the Celts in quick succession, chiefly by the assistance of Gow, who was very active in front of the Club goal.
The Club then pulled themselves together, and a smart run down by Vignoles resulted in a goal. The Celts, however, were not to be deterred, and scored a beautiful long shot from Corkin rebounding from the Club goal-keeper on to Gow, who shot it through before the Celts could get him.

The following were the teams:—
Celts.
Forwards.
J. E. Edmonds
B. St. P. Ballaire
F. O. Vignoles
H. S. Woodcock
F. H. Eagles
H. de C. Huntman
Clubs.
Forwards.
J. Wilkie
G. A. Caldwell
J. Gow
A. Maclean
C. E. Higginsbotham
(Captain)
D. H. Mackintosh
Half-backs.
O. E. Halloworth
J. P. Brewin
Full-backs.
H. F. Hall
W. H. Wallace (Cap.)
Goal.
H. C. Metcalfe
Goal.
F. Maitland

What is regarded as one of the matches of the season will be played next Thursday, under Rugby Union Rules, "The Club" v. "The Army and Navy" and it is to be hoped that the players of both teams will be in the best of health.

HEAVY FINE IN AN OPIUM CASE.

In the Police Court to-day, before Mr. Woodhouse, further evidence was given in connection with the charge of trafficking in opium brought at the instance of Mr. J. J. Spooner against Tam Achnu. It was alleged that fifteen tins of opium had been found in the possession of the accused in a room of the house No. 35 Bonham Strand.
Mr. Moscop, who appeared for the defendant, stated that the charge was the result of a conspiracy against his client by several members of his family who occupied the upper floors of the house in which the opium was found. The room, Mr. Moscop added, did not belong to defendant, but was in common with him.

After some evidence was heard on the last point, Mr. Spooner, examined by the Magistrate, stated that the first occasion on which he had anything to do with defendant was on the 15th of January last year, when he arrested him in Ladder Street. At that time he had a large tin-basket under his arm inside of which were found 20 tins of opium. Witnesses took him to the police station and made a charge against him. Afterwards, however, defendant asked the Opium Farmer to withdraw the charge and offered to pay \$100. The Opium Farmer agreed to this on condition that defendant would not engage in the opium trade again. An undertaking was verbally given to that effect by the defendant through Mr. Caldwell. The charge against him was then that of selling opium; and witness's information was that he would be at that particular spot at that time in possession of the opium. About three weeks after this, witness took out a warrant for his house in Gough Street, as he had got information that defendant had a lot of opium concealed there. That was his private residence. When witness got there the informer told him the opium had gone away from that morning and he got nothing. On November 18th witness went to search the room in Bonham Strand where he found 17 tins of opium. Defendant produced the keys and opened all the boxes and presses in the room, with the exception of the one in which the opium was found which press he said did not belong to him. The officers, however, broke open the press. For that offence he was fined \$250. The room was again searched on 24th Dec., when 15 tins of opium were found. On that occasion defendant refused to produce the key and said he had not got it. He was fined \$10 for that offence. On Saturday, Dec. 31st, another search was made, information being given that 60 tins of opium were found in the room. When the house was entered the tin of opium produced was found under the mosquito curtain of a bed in the room. Defendant tried to prevent that end of the room from being searched, and asked that the officers should be searched. It was a common device to ask that the officers should be searched, as it was some of the inmates time to conceal the opium. On this occasion there would have been a chance of concealing this tin had sufficient time been given. There were a lot of Chinese there with long coats, any one of whom might have slipped it into his sleeve or into his trousers. On each occasion of search the defendant, Mr. Garrit, said he had no possession of the keys of all the boxes and presses in it. Witness's information was that defendant was doing a very large business in opium and was exporting it. Witness could see nothing in the circumstances to corroborate the defence. Mr. Spooner regarded the case as a grave one, and asked for the full penalty in a case of a conviction.

SUPREME COURT.
IN SUMMARY JURISDICTION.
(Before Mr. A. J. Leach, Acting Puisne Judge.)
Friday, January 6.

PUN A SUN V. A. S. GARBIT.
This was an action by a chair coolie for \$5.30, being 23 days' wages at the rate of \$7 per month, which the defendant, Mr. Garrit, said he had not received. The plaintiff, Pun A Sun, disobeyed his order and ran away. Mr. Garrit said the order was given late at night, and next day the coolie came back, but he refused to keep him in his service as he had broken his contract.

His Lordship said Mr. Garrit was entitled to succeed if he proved there was no misapprehension or mistake of fact or law. Pun A Sun, the plaintiff, was then called. He said he was a chair coolie and came from Hongkong, near Swatow. He had been in Mr. Garrit's employment for 23 days at the rate of \$7 per month. On the night of the 13th December he left the defendant's house about 10.30 a.m. and went to Tui-tung-tai to sleep. About 11 o'clock the same night one of the other chair coolies came to his place and asked him to go back and help to wash the floor. He went back with the coolie and washed the place. The defendant was asleep and did not know that he went back. He (the plaintiff) slept in the house, and next morning the defendant spoke to him in English saying that he did not wash the floor last night. He replied that he was in the house and did wash the place. The defendant said "No, you didn't," and told him to go. He asked for his wages and defendant refused to pay him. It was part of his duty to wash the floor. They went out and he (the plaintiff) washed the floor. About 11 o'clock the same night one of the other chair coolies came to his place and asked him to go back and help to wash the floor. He went back with the coolie and washed the place. The defendant was asleep and did not know that he went back. He (the plaintiff) slept in the house, and next morning the defendant spoke to him in English saying that he did not wash the floor last night. He replied that he was in the house and did wash the place. The defendant said "No, you didn't," and told him to go. He asked for his wages and defendant refused to pay him. It was part of his duty to wash the floor. They went out and he (the plaintiff) washed the floor. About 11 o'clock the same night one of the other chair coolies came to his place and asked him to go back and help to wash the floor. He went back with the coolie and washed the place. 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Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight

are received in Hongkong, and at British

Post Offices in China, for transmission to

the United Kingdom by P. & O. Packet

via Gibraltar. No parcel is sent with the

Overland Mail via Brindisi. Parcels there-

fore arrive in London about eight days later

than the Mail. Parcels may be sealed, but

not opened, even though sealed, is liable to

be opened for examination.

Parcels must be posted in Hongkong

before 3 p.m. on the day before the departure

of the Mail. Those arriving from the

Coast, &c., after this hour are kept for the

following P. & O. Mail.

The Postage is 25 cents per lb., which

includes Registration, and must be pre-

paid in stamps. No further charge is made

in the United Kingdom except for Customs

duties. No parcel must be more than 3 feet 6

inches in length, or 6 feet in greatest length

and girth combined. A receipt is given for

each Parcel.

The sender must fill up a form of Customs

Declaration, which has been obtained free at

each Post Office. No parcel can be accepted

until this is completely and accurately

filled. The only articles ordinarily sent from

China which are liable to duty are

Tea, Tobacco, and Gold and Silver plate.

Dangerous or perishable goods, articles

likely to injure the Mills, Liquids (unless

securely packed) or parcels easily crushed,

such as band-boxes, are prohibited. No Par-

cel can be received if its value exceeds \$250.

A Parcel may contain a letter to the same

address as that of the Parcel itself, or an

other Parcel to the same address. No other

enclosures are allowed.

With regard to inward Parcels, addresses

are requested to observe that the Parcel

Mail is not opened until the ordinary dis-

tribution of letters, &c., is finished. The

postage on Parcels at home is 10d. per lb.,

the Regulations are generally similar to the

above, and the Parcels are sent out via

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at

Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the middle of the

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. & O. Co.'s Office.

5. From P. & O. Co.'s Office to Peddar's Wharf.

6. From Peddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From East Point to Kowloon Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

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